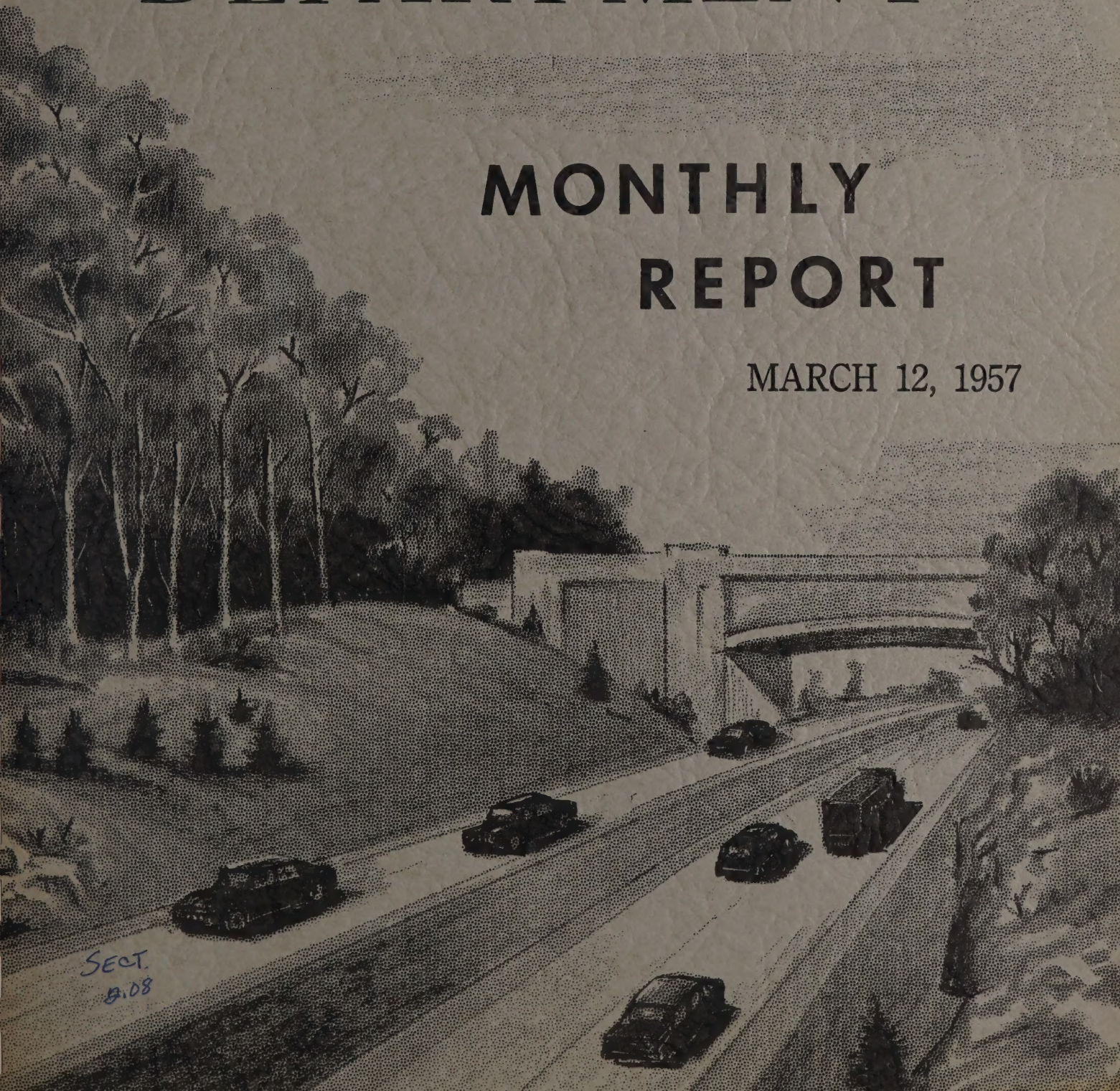


# STATE HIGHWAY DEPARTMENT

## MONTHLY REPORT

MARCH 12, 1957



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PUBLIC RELATIONS

In order to present the citizens of New Jersey with factual details concerning all phases of the highway picture, a series of seven articles was published recently by the Associated Press. This series had its inception when Mr. Russell Mullen wrote an article on Interstate highways. Through the cooperation of our Division of Public Relations the series idea was developed to include other important aspects of our highway program. Material necessary for the series was provided by our people. The resultant seven articles were as follows:

1. The Interstate Roads. (2-10-57)
2. The \$56,000,000 Backlog in Non-Federal Projects. (2-11-57)
3. The 13-year Program. (3-4-57)
4. Safety Through Modern Design. (3-5-57)
5. Improving Old Highways for Safety. (3-6-57)
6. The Commissioner and the Highway Department. (3-7-57)
7. Political - Financial Aspects of Highway Program. (3-8-57)

It was felt that a presentation made in this manner would receive the greatest possible acceptance and widest coverage. Clippings of these features indicate that this has been the case.

It will be noted that the series included articles averaging in excess of 900 words each, which means some 7,000 words were used in describing the over-all picture. A survey of the clippings shows that the series was carried by 14 New Jersey daily newspapers having a combined circulation in excess of 471,000. In addition, these stories were picked



PUBLIC RELATIONS, cont'd

up in part and used by other papers. On this basis we believe that as many as one million persons are better informed regarding all phases of the highway situation. This information comes at a time when most needed if our citizenry is to make an intelligent evaluation of New Jersey's over-all financial needs in conjunction with the Federal Highway Program.

It is quite possible that the A. P. may produce additional articles on the Department and its program since all material supplied has not been used in the current series.

Another series of perhaps 10 articles is now being worked up for presentation in the BERGEN EVENING RECORD. It will explain in detail the Bergen-Passaic Expressway and our future highway plans for Bergen County. The series will do much toward gaining a wider acceptance of the route by explaining its manifold advantages. It will also provide Bergen County citizens with a better appreciation of the job the Highway Department is endeavoring to do for them on other roads if money is forthcoming in sufficient quantities. We are providing the illustrations for this series.

Our over-all financial needs - matching funds, non-federal project funds and advance right of way funds - will be worked into these articles in a manner that should aid in obtaining the money necessary to do the complete job. Other series are being promoted in the PLAINFIELD COURIER NEWS and the PATERSON EVENING NEWS.



### PUBLIC RELATIONS, cont'd

Recent feature articles on freeway development also appeared in the TRENTONIAN and NEW BRUNSWICK HOME NEWS. Both articles - prepared by us - included arguments for advance purchase of rights of way and should play a part in achieving our goal of adequate funds.

### RECRUITMENT PROGRAM

Our people visited Cornell University during the past month to interview senior engineering students for employment in the Highway Department. Again these interviews pointed to certain inadequacies in our compensation picture which fails to provide:

1. Additional compensation for experience or education beyond the minimum requirements.
2. Insufficient summer employment rates to attract promising students who might become potential trainees after graduation.

We plan to discuss these inadequacies with Civil Service which has already agreed to raise the entrance rate for Junior Engineers from \$390 per month to \$410 upon completion of the six-month training course. Recruitment interviews were also held at Rutgers University during the past month.

### REAL ESTATE

Our appeal against condemnation award in the Graceland Memorial Park Association case in Bergen County resulted in a jury verdict of \$94,490 - a reduction of \$74,909. The verdict also resulted in a



REAL ESTATE, cont'd

savings of over \$20,000 in interest charges. It is believed that this represents the largest reduction in the Department's history.

A second appeal resulted in a reduction of \$64,800 from a condemnation commission's award in the Hudson Circle Service Center case. Exclusive of interest, the two cases showed a net savings to the Department of \$139,709.

During the month our people made appraisals for the Department of Law, the Division of Motor Vehicles, and the Department of Conservation and Economic Development.

I would like to pay credit to the competency of our Assistant Attorney General William J. McCormack who personally handled these appeals with great skill. It is apparent as we approach the time for right of way acquisition on Interstate Freeways that Mr. McCormack's staff will have to be enlarged to cope with the task. We estimate that there will be 2,255 individual properties to be acquired on the Bergen Expressway alone. Of these as many as 600 or more may find their way into condemnation proceedings, pointing to the need for additional legal talent.

ENCROACHMENT REMOVAL PROGRAM

The Department's campaign to remove encroachments from the right of way of state highways is continuing with satisfactory results. A



ENCROACHMENT REMOVAL PROGRAM, cont'd

review of this program to date discloses the following:

Number of encroachers notified . . . .	2,887
Number of encroachments removed . . . .	2,285
Number in process of removal . . . .	198
Not yet notified . . . . .	1,649

The program is continuing.

MEETINGS

February 14 - Chief engineers of the Pennsylvania, Philadelphia & Reading, Jersey Central and Erie Railroads met with us for the purpose of setting up procedures whereby they could be notified at the earliest possible time of any plans we were making which would affect the railroads. Early notification would permit them to plan their own operations accordingly. We assured them that we will cooperate with them in every way, especially where new interstate highways will cross their lines or run in immediate proximity.

February 14 - Following several months of night and day by our people on sign legibility, placement, and design studies - both field and shop - the Commissioner and State Highway Engineer met with the sign group for a night inspection of reflecting route markers



MEETINGS, cont'd

at Fernwood and sign revisions at Pennington and Flemington traffic circles. I believe that as a result of some decisions made on these occasions we will be able to proceed with the sign program more speedily from here on.

February 15 - On this date we met at New Brunswick with Senator Lynch, the Freeholders and members of the Middlesex County Planning Board to discuss our over-all plans for future State highway development in that County. This was the 18th such meeting in our state-wide tour. As has been the case so frequently, their plans coincided with ours to a remarkable degree.

February 20 - On this evening we met with the officials and planning group of West Orange to present alignment studies for the Essex East-West Freeway through that municipality. Mayor Quinn and his people will study these lines to determine which will bring the city the greatest benefits.

March 7 - Attended a conference in Morrisville on the location of the new Wilburtha-Yardley bridge. In addition to Bridge Commission engineers, the State Highway Engineers of New Jersey and Pennsylvania and the District



MEETINGS, cont'd

Engineers from the Trenton and Harrisburg offices of the Bureau of Public Roads were present. No final decision was reached.

ROUTE 202 FREEWAY

We are anticipating early approval of general alignment. Immediately following receipt of such approval we will have engineering surveys made to pinpoint alignment. Surveys and right of way plans should be completed within 12 months. Money being available, within a year to 18 months we would be in a position to start right of way acquisition.

Dependent on type of formula adopted by Federal Government beyond the first three years, construction could begin in two years.

The route under discussion around the metropolitan area is a circumferential defense route authorized by the Federal Government under designation of September 1955. It would be used in time of war for troop movements within the area.

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CONSTRUCTION BIDS

February 19	-	Route 35, Sections 1B & 2B, Drainage Improvement at Sylvania Avenue and Intersection Improvement at Sunset Avenue, Boro of Neptune City and Ocean Township, Monmouth County. Central Construction Company, Clark, N. J.	-	\$ 79,097.65
February 19	-	Route 42, Sections 12E & 13C, North-South Freeway, from Route U. S. 130 to Station 323+0, Paving and Drainage, in the City of Gloucester City, Boroughs of Mount Ephraim and Bellmawr, Camden County. Gaskill Construction Co., Riverside, N. J.	-	\$630,249.94
February 19	-	Route U. S. 130, from Fairview to Brooklawn, Widening and Dualization, in the City of Camden, Township of Haddon, City of Gloucester City, and Boroughs of Brooklawn and Bellmawr, Camden County. F. A. Canuso & Sons, Philadelphia, Pa.	-	\$451,470.69
March	5	-	Route 88, Section 21B, Reconstruction of Abutments of the Inland Waterway Bridge, Point Pleasant Borough, Ocean County. John W. Thompson, Trenton, N. J.	\$ 62,685.90
			Total	\$1,223,504.18

AWARDS

February 27	-	Route 42, North-South Freeway, Paving Gaskill Construction Co., Riverside, N. J.	\$	630,249.94
March 4	-	Route U. S. 130, Fairview to Brooklawn, Widening and Dualization. F. A. Canuso & Sons, Philadelphia, Pa.	\$	451,470.69
			Total	\$ 1,081,720.63

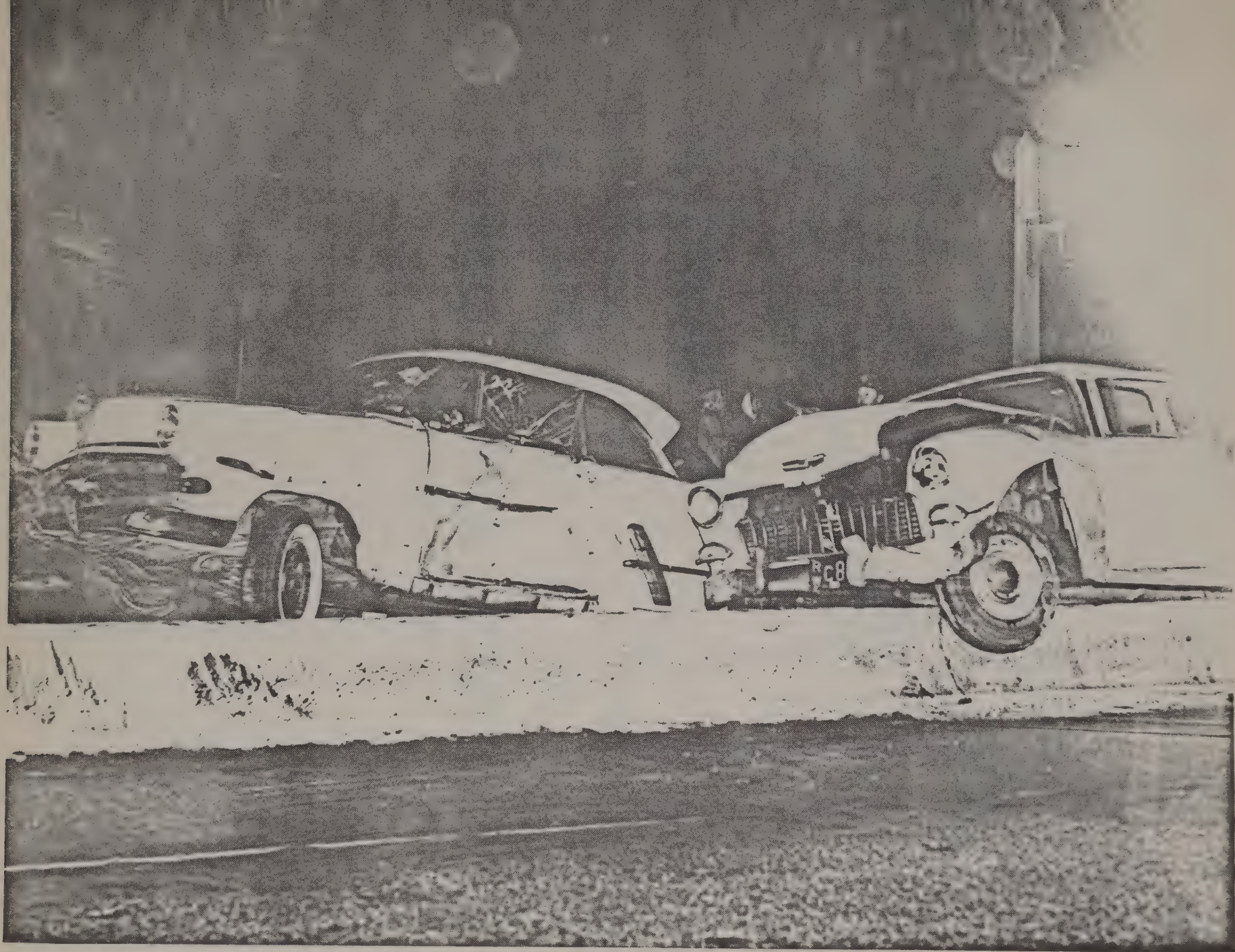


ADVERTISED FOR BIDS

- March 12 - Route U. S. 40, Inside Thorofare to Jonothans Thorofare, Partial Pavement Widening & Resurfacing, Reconstruction & Resurfacing Existing Bridges, City of Atlantic City & Egg Harbor Township, Atlantic County.
  
- March 12 - Route 208, Bridges & Approaches at VanWinkle Avenue, N. Y. S. & W. Railroad, Goffle Brook and Goffle Road, Borough of Hawthorne, Passaic County.
  
- March 21 - Route 27, Albany Street Bridge, Resurfacing Brick Arches, City of New Brunswick, Borough of Highland Park, Middlesex County.
  
- March 21 - Montclair State Teachers College, Grading and Paving Driveways and Parking Areas, Town of Montclair and City of Clifton, Essex and Passaic Counties.
  
- April 2 - Route 42, North-South Freeway, from Station 323+0 to Route 42, Grading, Paving and Drainage, in the Boroughs of Bellmawr and Runnemede, Townships of Deptford and Gloucester, Camden and Gloucester Counties.
  
- April 2 - Canton Drain Bridge & Approaches over Canton Drain, Lower Alloways Creek Township, Salem County (Federal Aid Secondary).
  
- April 2 - Route 23, Bridge and Approaches at Clover River, Reconstructed Culverts, Pavement Reconstruction from Lake Rutherford Road to Branch of Clover River, Wantage Township, Sussex County.

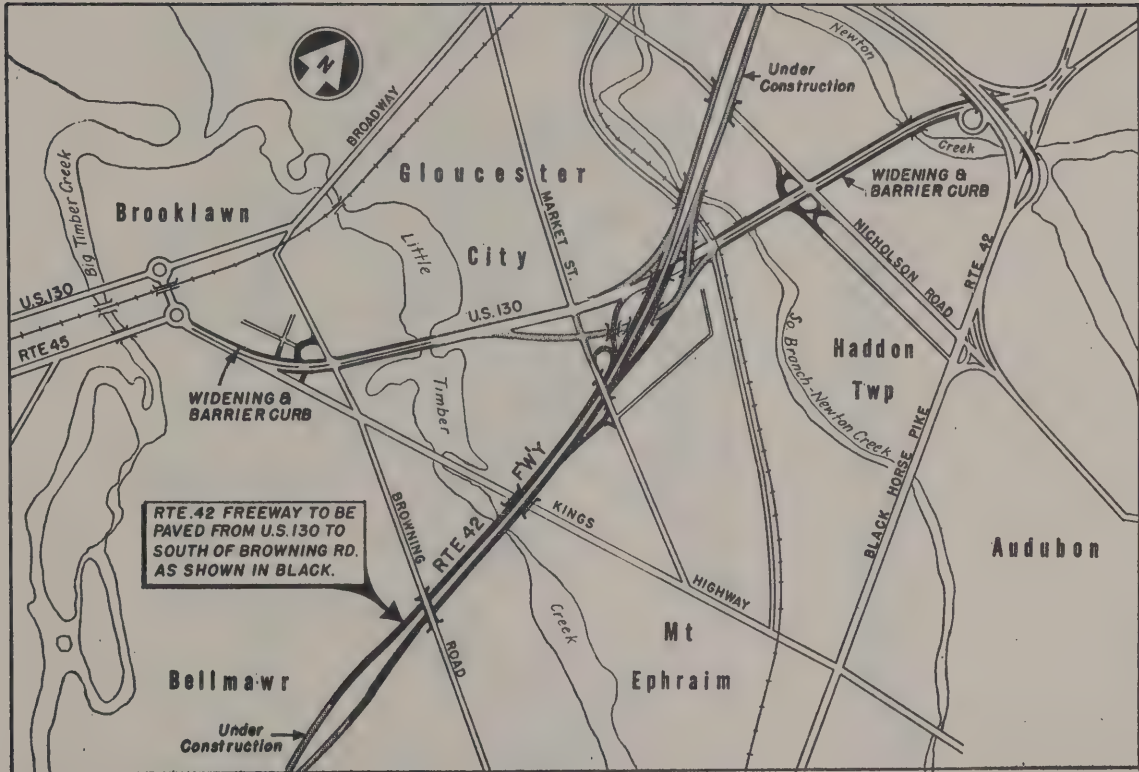
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Effectiveness of the Concrete Barrier Curb on Route 4 in Teaneck is illustrated by this photograph, which appeared recently in the Paterson Evening News.

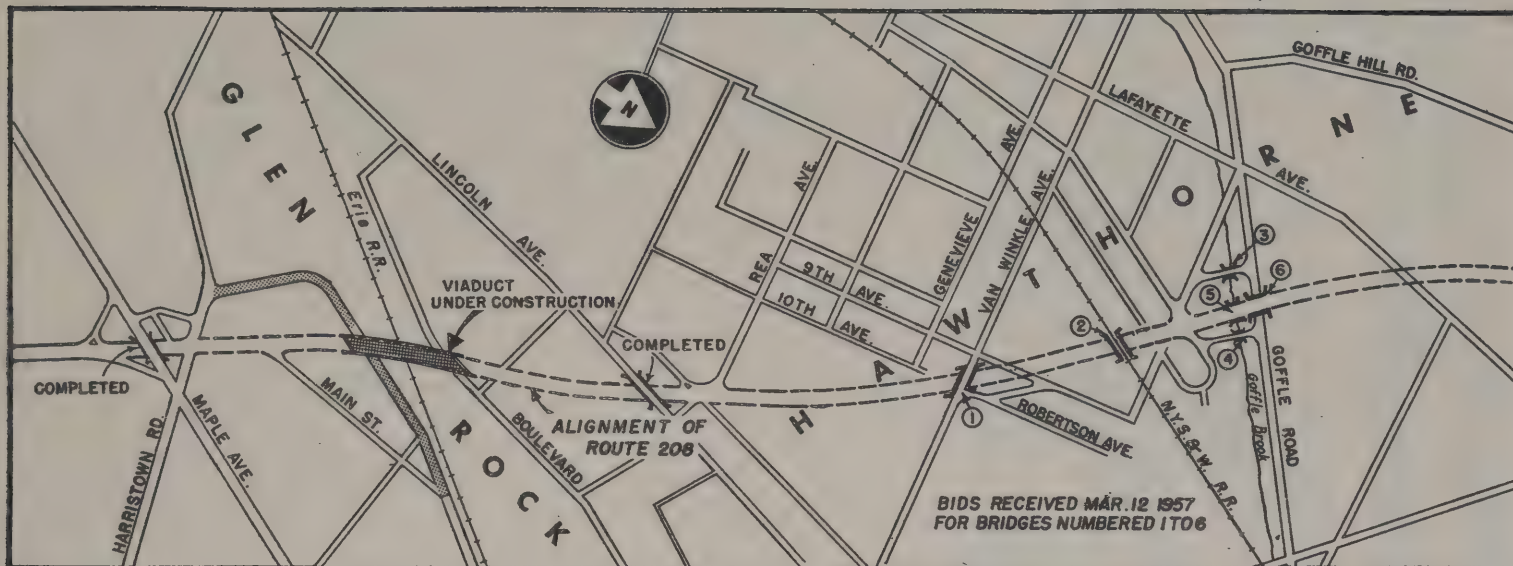




ROUTE 42 - NORTH-SOUTH FREEWAY - PAVING AND U. S. ROUTE 130 WIDENING, BARRIER CURB AND RESURFACING.

BIDS FEBRUARY 19, 1957





ROUTE 208 BRIDGES AT HAWTHORNE, PASSAIC COUNTY  
BIDS MARCH 12, 1957



TRENTON TIMES  
2-10-57

# N. J. Going Ahead On Road Projects Approved By Federal Government

## Highway Department Has \$40,000,000 Pro- gram Scheduled

The State Highway Department has disclosed it is going ahead on nearly 40 million dollars worth of construction projects approved by the federal government.

Federal approval of another 18 million dollars of projects is pending.

The department expects to pick up before June 30 all but about 1.6 million dollars of the more than 4.3 million in federal aid allocated to New Jersey for 1956-57.

The most expensive projects among those recently approved by the U. S. Bureau of Public Roads consists of preliminary work on a new U. S. Route 22 from Potters-town in Hunterdon County to Still Valley in Warren.

### Jersey City To Phillipsburg

The highway department has obtained permission to spend \$14,500,000 on engineering and right-of-way for the 20-mile stretch, 90 percent of it in federal funds.

Ultimately, the new route will go from Jersey City to Phillipsburg. Construction of part of the western portion is expected to start before Fall.

Federal approval is pending on the state's application to spend \$13,200,000 on engineering and right-of-way for the Deepwater to Bordentown section of a new route planned eventually to reach Trenton.

Highway Commissioner Dwight R. G. Palmer does not intend construction of any parts of this route which would compete with the New Jersey Turnpike until traffic on the turnpike reaches the saturation point.

### New Manahawkin Bridge

The biggest primary road project in the department's 1956-57

program is already under construction. The federal government has agreed to pay half the \$3,158,218 cost of the superstructure of the new Manahawkin Bridge on Route 72 in Ocean County.

Grading work on the bridge, begun last year, is more than 90 percent done. The contract for the superstructure was let early last year to avoid possible delay in steel deliveries.

The federal government also has approved another \$6,470,000 worth of primary road projects on a 50-50 basis.

## Federal Okay Awaited On Jobs Totaling \$18,000,000

Projects include:

Widening Route 69 from Bull Run Road to the Pennington circle — \$500,000. Plans 100 percent complete.

Ramps connecting U. S. Route 130 with Jamesburg Road — \$70,000.

Grading and widening U. S. 206 from Columbus to Chambers Corner — \$1,300,000. Plans are 95 percent complete.



# Backlog Of \$56,978,000 In Jersey Road Projects Are Listed By Palmer

Dwight R. G. Palmer, New Jersey's Highway Commissioner, today said a backlog of \$56,978,000 in 2 state highway projects has piled up without funds to build them.

Palmer said the projects would have to be built by the state alone, without benefit of federal aid.

A list of the projects showed they consisted largely of road widening, channelization of intersections, erection of center barrier curbs, drainage work, repaving, construction of "jughandle" turns, ramps and overpasses.

Biggest backlogs listed were for Bergen County, \$10,809,000; Cape May, \$8,525,000 and Morris County, \$6,225,000.

Appropriations for state highway projects has become a political issue between Democratic Governor Robert B. Meyner and the Republican controlled Legislature.

The Governor asked for 10 million dollars for the state projects in the 1956-57 fiscal year, as part of an overall \$41,738,036 highway appropriation. He suggested a one-cent increase in the gasoline tax to provide the extra revenue over the 20 million dollar appropriation made at the beginning of the year.

The GOP cut 13 million dollars from the request, including 3 million for state projects, and passed a bill appropriating \$8,738,036 out of state surplus. Meyner pocket-vetoed the 1956 Legislature's version of the bill and is expected to reject an identical measure passed this year.

Palmer has said that the average appropriation for state projects since the end of World War II is about 10 million dollars.

The department's list of its backlog, include: highway number, location, type of work and preliminary cost estimate:

## Mercer County — \$1,050,000.

U. S. 130, Yardville to Allentown Road, shoulders, \$75,000; U. S. 1, Clarksville Road, Harrison Avenue, jughandles (traffic channelizers) West Windsor Twp., \$250,000; U. S. 1, Bakers Basin, jughandle, Lawrence Township, \$100,000; U. S. 206, Lawrenceville Road widening, \$275,000; U. S. 206, drainage and shoulders, Princeton, \$200,000; Route 33, Mercerville, widening and general improvement of Hamilton Avenue and Nottingham Way, \$100,000; U. S. 206, Park Avenue to White Horse, drainage, \$50,000.

## Burlington County — \$4,050,000.

Route U. S. 13, Chester Ave. in Delran Twp., \$30,000; Route 130, Burlington-Bristol Bridge approach channelization, \$100,000; Route 130, Bordentown-Hightstown drainage, \$150,000; Route 130, Beverly-Cooperstown Road slot, \$20,000; Route 130, Delaware Ave., Florence Twp., channelization signals, \$40,000; Route 38, Marter Avenue, Mt. Laurel Twp., jughandle turn, \$30,000; Route 73, Palmyra-Kings Hwy., dualize existing highway 6.5 miles, \$3,000,000; Route 38, Kings highway-Hainesport drainage, \$180,000; Route 70, Kings Highway

to Marlton Circle repaving, \$500,000.

## Hunterdon County — \$4,051,000.

U. S. 22, 2 miles west of Somerset County line, \$50,000; Route 29, Byram to Raven Rock, paving, \$800,000; Route 29, Stockton, drainage, \$75,000; Route 29, Lambertville-Bridge Street, repaving, \$100,000; Route 29, Mercer County line to Kingwood Station 13 miles, general improvement, \$3,000,000; Route 69, Allerton Road, drainage, \$20,000.

## MONMOUTH COUNTY — \$5,048,000.

Route 79, New Brunswick Ave., Matawan, cut corner, \$20,000; Route 71, Sea Girt Inn and Eighth Ave. intersection, Sea Girt, \$15,000; Route 35, Ocean Twp., dualization Red Bank south, \$3,500,000; Route 35, Neptune-Ninth Ave., Neptune Twp., intersection, \$5,000; Route 35, Keyport, Maple Ave., intersection revision, \$100,000; Route 35, Eatontown, Lewis St., relocation, \$30,000; Route 35, Cliffwood Ave., Matawan, intersection revision, \$100,000; Route 35, Fort Monmouth, Eatontown, widening left turn, \$40,000; Route 35, Loews Drive-in Theatre, Keyport, left turn, \$22,000; Route 35, Route 66 to Route 38 widen and resurface, \$1,000,000; Route 36, Stone Road Island, Keyport intersection, \$1,000; Route 36, Laurel Ave., Keansburg, jughandle turn, \$35,000; Route 37, Cream Ridge-Hornerstown, repaving and drainage, \$180,000.

## MIDDLESEX COUNTY —

\$3,595,000; U. S. 9, New Brunswick Avenue, Perth Amboy, cut corner, \$10,000; U. S. 9, Monmouth County line to Cheesequake, dualization of existing road 4 miles, \$900,000; U. S. 1, Milltown Road overpass, \$1,500,000; U. S. 1, Smith Ave., Avenel, jughandles, \$50,000; U. S. 1, Jamesburg Road, ramp connection South Brunswick Twp., \$60,000; U. S. 1, Plainfield Ave., Edison, jughandle, Lloyd Street, Player Ave., \$245,000; U. S. 1, Ford Ave., double jughandles, Edison, \$50,000; U. S. 1, Poor Farm Road, double jughandles, Woodbridge Twp., \$50,000; Route 27, Holly St., Metuchen, widening and signals, \$50,000; Route 27, Kingston, general improvement, \$25,000; Route 27, River Road, Highland Park, cut back corner, \$10,000; Route 27, Howe's Lane to Mill Run Brook, New Brunswick, widening, \$515,000; U. S. 9, Turnpike Camp, Woodbridge, closing islands, \$50,000; Route 18, Old Bridge, viaduct repaving, \$80,000.



# Trenton Area Projects In \$1.2 Billion

## N. J. Road Program Covering 13 Years

This is the first in a series by the Associated Press on the state highway program.

The New Jersey Highway Department is wading into the biggest job in its history — construction of a new network of interstate routes designed to cut the death rate on the state's highway system in half by 1970.

Top man on the job is 71-year-old Dwight R. G. Palmer of short Hills, who has been highway commissioner since April, 1954.

The highway department plans to spend about 1.2 billion dollars on 364 new miles of interstate routes during the 13-year period that began last July.

Ninety percent of the money will come from the federal government under the new national highway program.

Palmer says the state's 1,800-mile highway system hasn't been adequate to meet traffic needs for 20 years. Only 80 miles of new state highways have been built since the end of World War II and traffic has increased to 24 billion miles a year — most congested in the world.

The traffic fatality rate on the state highway system is 5.1 deaths every 100 million miles traveled. Comparable rates on the modern New Jersey Turnpike and Garden State Parkway are only 2.3 and 1.2 respectively.

### Safety Factor

The highway department is confident completion of the new interstate network of four-lane divided freeways will cut the fatality

rate on the state highway system by at least 3.0.

Construction of the interstate routes will not, of course, clear up the state's traffic problems completely.

The national program calls for construction of about 600 million dollars worth of primary and urban roads in New Jersey during the 13-year period and there is a 58-million-dollar backlog of non-federal aid projects.

And, traffic volumes will continue to increase even while the new highways are being built.

Palmer said the national program must keep right on going after 1970.

"It is utterly impossible, regardless of a people's genius, to build for eternity," he says. "The new federal taxes will stay in and the states will demand their share."

Some engineers theorize that the saturation point — when no more cars can be crowded onto the highways — will be reached in about 100 years.

Palmer isn't worried about that. His main concern is to get the interstate route program going.

Here's the picture today:

1. The new Route 46 is planned to run 80 miles across the top of the state from Columbia on the Delaware River to the George Washington Bridge at a cost of about 188 million dollars.

The eastern part of this is to be a 10-lane superhighway — the Bergen-Passaic expressway — running 17-miles from the bridge to Wayne

Township at an estimated cost of 115 million dollars.

### Alignment Approved

The U. S. Bureau of Public Roads has approved alignment of the expressway except for a "buttonhook" three-fourths of a mile long between the Bridge and Teaneck Road. Palmer expects a final decision on the "buttonhook" alignment within a week.

As soon as that problem is settled, he can begin committing some 11.2 million dollars on engineering and right-of-way for a section from the bridge to the Passaic River. He expects to commit all of these funds before June 30.

The public roads bureau also has approved 3.5 million dollars for engineering and right-of-way on a section of the new Route 46 between Denville and Netcong, and Palmer expects approval of additional funds for construction in the near future.

2. A new Route 22 is to run more than 60 miles from Newark to Phillipsburg at a final cost not yet estimated. The public roads bureau has approved 12 million dollars for right of way and 2.5 million for engineering on a 20-mile section from Still Valley to Potterstown and the money soon will be committed.

### Clinton By-Pass

Federal approval of the 3.75 million dollar Clinton by-pass section of the new Route is imminent and the project is to be advertised for bids next month.

3. A new 65-mile Freeway connecting Deepwater — now terminus of the N. J. Turnpike — with Trenton is planned for completion as Route 60 when it will not compete with the turnpike. Some sections have been built as the Route 130 freeway.

Palmer has applied for approval of 13.2 million dollars for engineering and right of way from Deepwater to Bordentown. Approval of a section from Verga to Route 73 is imminent.

4. A new Route 202 is to run 50 miles from Mahwah in Bergen County to a connection with Route 1 in Woodbridge Township at a cost of about 70 million dollars. It is to run southwest to a point east of Morristown, loop to Bound

Brook, and then run east to Route 1. Palmer is certain the public roads bureau will approve the alignment from Woodbridge to Bound Brook and funds will be committed this year.

He said the department has "laid off" a connection from Woodbridge to the Outer Bridge crossing at South Amboy — planned to be built with 50-50 aid funds at an estimated cost of about 60 million dollars — because of difficulty in securing local agreement to alignment.

5. The department has committed some \$630,000 to paving a section of the Route 42 freeway in Camden County. This is not part of the new interstate route mileage, but qualifies for the 90-10 aid because the freeway project, begun several years ago, fits into the federal program.

6. The public roads bureau has approved expenditure of \$365,000 on planning other interstate routes, which include:

A new route 3 running 21 miles from the Lincoln Tunnel to the new Route 46 at Clifton at a final cost not yet estimated.

A new Route 28 running six miles from the Goethals Bridge to the new route 22 at an estimated cost of 30 million dollars.

A six-mile spur connecting the Philadelphia-Camden bridges with the Trenton-Deepwater route at a cost not yet estimated.

Conversion of Route 1 from Trenton to New Brunswick into a limited access freeway at a cost not yet estimated. Palmer says the route from New Brunswick to the George Washington Bridge may be "geared into the turnpike" in order to save money.

Palmer is confident all of the nearly 22 million dollars granted to New Jersey for interstate routes during 1956-57 will be committed to specific projects before the end of the fiscal year.



**'Facelifting' For Safety**

# Modern Designing Of Roads Helps Reduce Toll—Figures To Prove It

This is the second in a series by the Associated Press on the New Jersey highway program.

Dwight R. G. Palmer of Short Hills is convinced the best way to stop slaughter on the highways is to build them safer.

As New Jersey highway commissioner since 1954, he is conducting a "facelifting" operation on the state's 1,800-mile road network in an effort to wipe out danger spots.

Palmer feels the steady reduction in traffic deaths during the past two years bears out his contention that the highway department can do more than anyone except the driver to prevent accidents.

He can site some dramatic comparisons to prove his point.

On Route 4, for instance, 10 persons were killed in 1955 and 7 the previous year. There were no deaths in 1956, after the department had widened the highway and installed center barrier curbs.

Head-on collisions killed 11 persons on Route 22 in Hillside during the three years before center barriers were erected there in 1954. There have been no such deaths since then, although the area is traversed by up to 59,000 cars a day.

The highway department has built 28 miles of center barriers since Palmer took over and the program is expanding. The most common type is made of concrete, 30 inches wide at the base and 16 inches tall.

Palmer's strategy of building safety into old roads uses the weapon of modern design against the most dangerous highway enemy — the busy intersection.

**Trenton Freeway Cited**

New Jersey tried to beat the intersection problem more than 30 years ago with a then new design called the "traffic circle." The first one was built near Camden in 1925 and the last of the state's 76 circles was constructed on the Trenton Freeway in 1952.

Increasing traffic volume and higher speeds have made the design obsolete.

Circles in many places are being "revised" — cut through to permit swifter movement of traffic but still preserve the safe turning features.

An example of this is the extensive revision of the heavily traveled circle at the intersection of Routes 1 and 18, near New Brunswick.

Conventional highway intersections also are being modernized. Sometimes only a left turn "slot" is put in to give three or more cars protection from the rear.

Sometimes the entire intersection is redesigned by providing "channels" for the various turning movements and installing traffic lights to control them.

It costs from \$25,000 to \$50,000 to cut out the confusion generated by an old-fashioned wide open intersection.

A New design intended to provide safe left turns at extremely busy intersections is the "jug-handle."

This provides a right turn lane on which traffic can leave the main highway in advance of the intersection, make a left turn onto the less congested cross road, and get back across the main highway under traffic signal control.

The design not only eliminates the dangerous necessity of making sharp left turns into the face of heavy opposing traffic, it cuts down delay at intersections. The department has built 48 jug handles since Palmer came in at a cost of about \$50,000 each.

When you come right down to it, Palmer thinks, there is only one final answer to the problem of preventing accidents at intersections — the overpass.

The department has built 74 overpasses since 1954 at a total cost of about 20 million dollars. There are many areas where overpasses are desirable but funds are limited.

Federal aid is seldom available for such projects and they are among the most expensive of highway revisions.

**'Creeper Lane,' Too**

Examples of overpasses built to replace dangerous intersections are the ones now under construction in Edison and North Plainfield.

Another new design is the "creeper lane" intended to promote safety on mountain roads. It is simply an extra uphill lane for use by slow moving vehicles so that other drivers are not tempted to take chances in passing.

Palmer has no precise figures, but thinks a considerable number of lives have been saved by creeper lanes. The state has built 24 of them since 1954 at a cost of about \$70,000 each.

One of the simplest safety designs put into use under Palmer, and yet one of the most effective, is the white reflecting line painted on the outer edge of every state highway.

The program was started in the late Spring of 1954 and completed this month. At first the reflecting stripes were used only on black-top roads, but public reaction was favorable and the program was expanded to concrete highways.

In an effort to promote greater safety for persons who must stop along the highway, shoulders are being widened by two feet. Modern standards call for 10-foot shoulders on regular highways and 12-foot shoulders on truck routes.

Palmer likes to call these projects "Heeling and Half Soling" the state's highway system. Taken by themselves, each project is a modest one.

On a larger scale are the plans to dualize and divide existing two-lane and three-lane highways. The fatality rate on three-lane highways has been nearly double that on divided highways and Palmer has been trying to eliminate them. But projects often take years to complete along the entire length of a route.

They include a host of smaller items, like closing center island openings, and usually require "jug handles" and overpasses.

Palmer is also seeking to eliminate the sloping curbs sometimes found at the base of center islands, so that cars will have a harder time crossing over and hitting oncoming traffic.

And there is always the headache of poor drainage. Individual cost is small but there are hundreds on spots where poor drainage causes slippery puddles or ice to form in bad weather.

Ice is the great enemy of highways, often causing them to break up into dangerous pot holes.

New Jersey has the largest traffic density in the nation — 11,000 cars a day per mile — and the saturation point is still in the future.

Perhaps the solution is, as one engineer put it, "pave everything but the houses and let them drive where they please."

Palmer prefers to think his use of modern design will get what most people want — greater highway safety.



## Safety Is Goal

# Roads Highway Department Is Building Are 'Foolproof,' Not 'Damfoolproof'

This is the third in a five-part series by the Associated Press on the New Jersey highway program.

The New Jersey Highway Department says it is building new roads that are "foolproof, but not damfoolproof."

The department is launched on the most ambitious program in its history — construction of more than 400 miles of new roads in the next 13 years at a cost approaching two billion dollars.

Highway Commissioner Dwight R. G. Palmer says they will "give the motorist an opportunity for complete safety."

Traffic safety has become the main goal of the department. To attain it, Palmer has insisted upon use of the most modern design in constructing new highways.

"In no instance," he says, "have we sacrificed safety in design in order to stretch the highway dollar."

Most of the money for the 364 miles of new interstate highways and 50 miles of urban and primary roads will come from the federal government.

In order to get the money, design of the new roads must meet minimum standards set by the U. S. Bureau of Public Roads.

But, says Palmer, "our own basic highway design standards are well above minimum acceptable standards for federal interstate and defense routes."

### Yardstick Is Speed

And the same holds true of urban and primary roads.

How have these standards improved since New Jersey highways became the most congested in the world?

The basic yardstick is speed. Modern New Jersey highways are designed for speeds of from 50 to 70 miles an hour — not so motorists can drive that fast, but to produce greater safety margins at normal speeds.

The department uses the design speed as the basic factor in figuring out sight distances and banking on curves. The higher the speed, the farther a driver must be able to see and the steeper a curve must be banked.

It used to be that the department would build curves as sharp as the arc around a circle with a 900-foot radius. Its present standards call for at least a 6,000-foot radius.

Where design speeds indicate a need, one side of a curve on a 50-foot wide road may be banked as much as four feet higher than the other side.

The department holds banking of curves down to two-and-a-half feet in areas subject to winter icing, which means curves must be more gradual in such places.

Then there is the problem of "ironing out the hills and hollows" on new roads.

The Public Roads Bureau's standards allow grades of five percent in ordinary cases — which would mean a five-foot rise or fall within a distance of 100 feet — and seven percent in unusual circumstances.

Where New Jersey once built roads with six percent grades, they now exceed 3.5 percent only in exceptional cases.

New Highways are built with acceleration and deceleration strips, which permit motorists to pick up speed before entering the main stream of traffic or to leave the main stream before slowing down. These strips average 600 to 800 feet long.

And shoulders on new roads are at least two feet wider.

The new interstate routes are being built as four-lane, divided "freeways." That means they will have as few intersections as possible. Entrances and exits will be provided by overpass ramp systems and there will be no "marginal development."

Traffic pulling on and off main highways near restaurants and other roadside business has always constituted a hazard. The freeway, or limited access road, is designed to eliminate this danger as much as possible.

### Drainage a Problem

What are modern highways made of? There are two main types — reinforced concrete and bituminous concrete, or "blacktop." Which type is used depends mainly on local soil conditions.

Drainage is one of the main problems in designing a new highway. Water is an ever-present and insidious enemy. It forms puddles and slicks the surfaces of roads, causing dangerous skids. It freezes and expands underneath a road, causing it to heave up and down and break up.

You can draw a line across New Jersey from Trenton to Perth Amboy. South of that line the department uses an eight-inch sub-base composed of sandy gravel. North of the line a 12-inch subsurface is used. Soil in northern New Jersey contains more clay, making for poorer drainage.

Concrete roads are built nine inches thick directly on top of the sub-base. They are reinforced with steel mats two inches below the surface.

Bituminous concrete roads are built by laying down a seven-inch layer of broken stone — tamped down by a vibrating hammer — covered by two layers of two-inch blacktop.

The department is continually studying improved surfacing material. Synthetic rock asphalt, a sharp kind of silica sand, has shown "highly satisfactory skid resistance" on the Pulaski Skyway.

But the department has no hope of building roads as good as those laid down by the ancient Romans, some of which are still in use. It's just too expensive. Modern roads are built to last 30 years "and hope for more."

### 70,000 Signs

Palmer thinks there is not much point in building a fine modern network of roads and then cluttering it up with so many signs that the average motorist is confused.

There are now 70,000 signs on the state's 1,800-mile highway system. Many of them are made out of cast iron plates two-feet-by-four-feet and bears 12 town names. The department has found that the average driver can't read these signs from a distance of 100 feet.

New signs are larger and contain only three names. Tests have shown they can be read at a distance of 300 feet.

The question of speed is ever-present. The department is now making speed limit surveys on the basis of geographical areas rather than municipal boundary lines.

Palmer wants his new highways to have realistic speed limits. He says there is a "Very pronounced tendency" on the part of drivers to ignore unrealistic speed limits.

Realistic limits keep cars moving at the same rate of speed and thus cut the accident rate, he says. He is using a few large speed limit signs in place of the many small signs posted on highways in the past.



# New Jersey's Highway Program

## Palmer Makes Aides 'Sweat Blood and Like It'

(Fourth of a five-part series on the New Jersey Highway program.)

By Russell H. Mullen

TRENTON (AP)—New Jersey Highway Commissioner Dwight R. G. Palmer is the kind of man who can make his top executives "sweat blood and like it."

Palmer, who at 71 is the most active commissioner in the department's history, is pushing its road program with all the skill acquired in a long and successful business career.

As top sales executive and later chairman of the board of the nation's largest independent manufacturer of electrical wire, Palmer acquired the habit of "calling on the trade."

Since becoming highway commissioner, he has made it a policy to discuss all major road projects with officials and residents of the communities involved.

### Expressway Conferences Cited

During a three-week period, for instance, he conducted 15 after-hours conferences on the Bergen-Passaic Expressway in the communities affected.

Palmer has conducted similar conferences in 18 of the state's 21 counties—something never done by other highway commissioners. He has traveled every inch of the state's 1,800-mile highway system, averaging 3,000 miles a month in his own car, and originates many road improvements.

In preparation for the department's participation in the multi-billion-dollar national highway construction program, Palmer has striven constantly to improve efficiency. The department is now handling a workload far greater than in past years without a corresponding increase in manpower.

The new commissioner told his division heads in April, 1954, "nothing now being done will be satisfactory to me without analysis."

Palmer spent the first three weeks interviewing every top official in the department.

"He put us through the wringer like a district attorney," one of them recalls with awe, "but at the end of that three weeks he had a more comprehensive grasp of our jobs than most commissioners have at the end of their terms."

After learning his job, Palmer went to work.

### Taboos Politics

He let it be known that instead of the shake-up which might be expected with the advent of a new administration, politics would have no place in the operations of the department. Several of his top aides are Republicans.

A lifetime foe of racial or religious prejudices, he eliminated questions relating to race or creed from the department's employe application forms. One of the state's first Negro bureau heads works for Palmer.

He put in a dispensary, with a registered nurse on full time duty, so employes could take physical examinations required by Civil Service regulations at the department's West Trenton headquarters without making a 10-mile round trip downtown.

In addition to this function, the dispensary treats an average of 320 persons a month, for important savings in labor costs.

Subtract state aid, payroll and pension benefits from the cost of New Jersey government and you will find the Highway Department spends most of what is left. Palmer is constantly searching for ways to make this money go farther.

Dominating his conference room are tremendous "master control" charts which show the progress of every project under contract or planned for the immediate future. The charts are

brought up to date every two weeks and photographed. The pictures are restricted to eight key men in the department.

Similar charts show the progress of the department's condemnation cases, land acquisition, reduction in highway encroachments, survey and plans, and bridges.

### Experts Prepare Manuals

Palmer has experts working on a series of "operating procedures" manuals—a codification of the department's methods which have never before been put in written form. The manuals cover such subjects as "How to Prepare Estimates" and "How to Order Appraisals" which often were taught previously by word-of-mouth.

A new two-way radio system has been installed to improve operation of the department's immense maintenance division. A 2,000-man maintenance force, operating hundreds of pieces of equipment, is now tied together by radio through six base stations at Trenton, Newark, Netcong, Toms River, Merchantville and Vineland.

The system cost \$130,000, but the department is getting half of this back from the federal government because the radio network is tied to state civil defense headquarters.

A by-product of the system is the fact that paymasters for the maintenance force now spend less time searching for work crews out on the road and employes are paid on time.

A "continuing inventory" system was instituted by Palmer to cut down on the department's huge stockpile of automotive parts. During the lean years of World War II, the Highway Department became a hoarder of parts for its fleet of maintenance machines. Parts often were ordered as much as a year ahead.

Under the new system, stocks are kept on a six to nine-month basis. Obsolete parts were sold at auction.

In former days, a worn out piece of machinery was often tossed carelessly on a scrap pile for lack of a procedure to get rid of it.

Now, no materials can be scrapped without authorization.

A few months back, Palmer conducted the first land auction in the department's history. He sold off hundreds of parcels of land—some only a dozen feet square—which had been purchased as parts of larger parcels for highway rights-of-way but were not needed.

To clear the way for concentration on what he considers the department's main job—construction of new public highways—Palmer instituted a new policy on road building for other state agencies.

The department now has the right to choose whether it will build roads incidental to new institutions and if it does, it works from plans prepared by the Department of Institutions and Agencies.

Palmer says this not only releases his department from a work load which "grew from a small neighborly gesture to a sizeable chore during the many years the practice has been in effect, but provides outside labor with work rightfully theirs."

The men who work with Palmer give the salty-tongued commissioner top respect. A crew of long-term professionals, they are the first to recognize his accomplishments.

Many of the career men at the department could earn more money in outside employment, but a typical attitude is: "What would you do? I like my work and I like the man I'm working for."



# New Jersey's Highway Program

## Palmer Fears Politics May Hamper It

(This is the last in a series on the New Jersey Highway Program.)

By RUSSELL H. MULLEN

TRENTON (P) — Commissioner Dwight R. G. Palmer fears the New Jersey Highway Program, which he considers a "most intimate thing in the lives of the people," is in danger of being hampered by politics.

Palmer, a Democrat, says the program cannot be carried out efficiently if it becomes a political football — either statewide or locally.

"I hope," he says, "that the highway program and the department's service to the public will not in any locality be impeded by political factors."

"The need for full application of our resources is so great, and the facilities so limited, that our work cannot be carried out if it becomes a focal point for political influence."

The method of financing New Jersey's participation in the multi-billion dollar national highway construction program has become a bone of contention between the Republican-controlled State Legislature and Democratic Gov. Robert B. Meyner.

As early as last Summer, the Governor said an additional source of revenue was needed to finance the program, which is to cost the state better than 342 million dollars during the 13 years starting July 1, 1956.

In addition to the money required by the national program, Meyner sought 20 million dollars a year for projects which must be built without Federal aid and for purchase of rights-of-way more than five years in advance of construction.

Meyner advocated a one-cent increase in the gasoline tax as a likely source of revenue.

The Republican majority in the Legislature decided the state could get along without a tax increase and twice passed bills to appropriate highway funds from the treasury surplus.

Meyner rejected both bills, but tacked a \$1,738,036 appropriation on to his 1957-58 budget. The money would be used to obtain the balance of Federal aid funds available to New Jersey in the current fiscal year.

The upshot of all this is that Palmer has used the 20 million dollars appropriated for highway work in 1956-57 to put against Federal aid funds. Work on a 56-million-dollar backlog of non-Federal projects was discontinued and no funds for such projects are included in the Governor's budget for next year.

Republican legislative leaders insist, however, that the budget can be cut enough in other areas to provide money for state road projects.

### Feels Legislature Missing Chance

Palmer feels the Legislature is missing the opportunity of a lifetime.

He sums the situation up something like this:

For years, the state's approach to its highway needs was one of expediency. Highway appropriations were totally inadequate to meet even basic demands. The state could not match all available Federal aid funds and only 80 miles of new roads have been built in the last 12 years.

The Highway Department has been forced to plan on a year to year basis, in contrast to more than half of the other states in the nation which have established long-range programs.

If the short-range viewpoint is continued, so will the road conditions that have existed in

New Jersey for the past 20 years except that year-to-year work will be carried out on a larger scale.

"To temporize as we have done in the past," Palmer says, "is destitute of constructive thinking. With a decent fiscal program, arrived at on a bipartisan basis, we could complete construction of entire highways rather than engage in the piecemeal operations that are now imposed by year-to-year financing."

The commissioner says the department's planning for the future has of necessity been "purely theoretical and fictional" because it had no assurance of funds.

It should be able to plan ahead on at least a five-year basis, he adds, but for this more than just promises of money is needed.

Palmer realizes the issue of highway finances will be a subject of debate in the upcoming gubernatorial and legislative election campaigns. But he is convinced that once the election is over, no matter who wins, the problem will have to be faced.

### Clifton Project Stymied

The Commissioner is also unhappy over the Legislature's failure to approve a bill giving him power to condemn county park lands. He considers the measure "vital" — particularly in the urban and primary road program.

A 6.4 million dollar plan to extend Route 21 from William Street, Belleville, to Roosevelt Avenue in Clifton, for instance, has been stalled by failure to agree on a price for land controlled by the Essex County Park Commission.

Aside from his fiscal worries, Palmer has the problem of organizing and reinforcing the personnel of his department to handle the greater workload imposed by the Federal program.

When he became commissioner in 1954, he found that the department was gaining practically no new professional engineers through normal Civil Service channels. The department's starting pay of \$365 a month was not much of a lure in the face of better offers from private industry.

So, he instituted a college recruitment program. Department representatives visited 20 college campuses in 1955 and recruited 17 graduates to fill 20 available jobs.

The program was expanded last year but results were not as satisfactory. Only four new graduates were secured in 1956 and "prospects are not bright" for this year.

Palmer feels the department should be able to offer better pay in order to take advantage of "what appears to be a very definite vocational interest in highway engineering manifested by many of these young men."

In an attempt to overcome the difficulty in recruiting college-trained engineers, Palmer has begun on-the-job training programs for "engineering technicians."

Employees now in the engineering aide and senior engineering aide classifications, along with newly recruited high school graduates, are given training — including classroom instruction — for periods of six months in virtually every operating bureau of the department.

Palmer says the department's primary objective in personnel training is outlined in the second report of the Hoover Commission on Operations of the Federal Government, which said:

"Management needs to be improved at all levels, from the political executives and career administrators at the top level down through the ranks of middle management to the first line of supervisors."



N.J. STATE HIGHWAY DEPARTMENT

IMMEDIATE RELEASE.

1957

BIDS

ROUTE 42 - North-South Freeway

Trenton, Feb. 20.- The State Highway Department today received bids for construction aimed at completing the new Route 42 North-South Freeway from existing Route 130 to 1,700 feet south of Browning Road in the Borough of Bellmawr, Camden County, by the end of this year.

The main roadway of the adjacent North-South Freeway section which connects the new Walt Whitman Bridge with Routes 130 and Route 42 (Black Horse Pike) and local roads is now nearly completed. Bituminous concrete ramp surfacing, shoulder construction, guard rail installation, topsoiling and other finishing operations are, however, expected to extend over the next two or three months.

Low bidder on the Route 130 to Browning Road/<sup>section</sup>today was Gaskill Construction Co., of Riverside, at a bid price of \$630,249.94. Second bidder was Herbert J. Elkins, Inc., of Philadelphia, who bid \$633,877.73.

Total length of the freeway paving section on which bids were received today is one and one-half miles, portions of which are in Gloucester City, and the boroughs of Mt. Ephraim and Bellmawr.

The work will consist mainly of fine grading the previously rough graded roadway base and constructing dual roadways of 9-inch thick reinforced concrete. Each roadway will consist of two 12-foot wide traffic lanes, flanked on the outside by a 12-foot wide hard surfaced shoulder and on the inside by a 5-foot wide shoulder similarly surfaced. All pavement will be constructed on an 8-inch thick special granular subbase material.



1957

BIDS

ROUTE 42 - North-South Freeway.

For the major portion of the section the roadways will be separated by a center island 64 feet wide which narrows to two and one-half feet at bridge overpassing southbound Route U.S. 130 and spreads to 280 feet in width at one point south of Browning Road.

Ramps will connect the northbound mainline roadway with northbound Route 130 and with Market Street. Other ramps will connect Market Street and southbound Route 130 with the southbound Freeway lanes.

All ramp pavements will consist of a three-inch thick bituminous concrete surface laid on seven-inch macadam base course. Minimum width on ramps will be 21 feet and they will be bordered by white concrete curbs.

There will be no connections to either Kings Highway or Browning Road.

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Trenton, Feb. 19.- F. A. Canuso & Sons, of Philadelphia, was low bidder today on a proposed State Highway Department contract to resurface, widen and separate north and southbound lanes of Route 130 between its intersection with Route 42 at Fairview and Broadway Circle in Brooklawn, a distance of 2.37 miles in Camden County.

Separation of the opposing traffic on Route 130 traffic will be accomplished mainly by constructing a 16-inch high solid reinforced concrete barrier curb on the center of the widened roadway. This barrier, which is 30 inches wide at its base, is the same type successfully used on Routes 22 and 4 in the metropolitan areas of northern New Jersey to prevent headon collisions.

In conjunction with installation of the centerline barrier, all left turns from the highway will be banned. Major improvements of the Route 130 intersections with Nicholson Road and Kings Highway will be made to accommodate movements from the highway without left turns.

The present 48-foot roadway surface will be widened to 66 feet and paved with bituminous concrete riding surface.

The low bid offered by the Canuso firm was \$451,470.69. Second low bidder was S.J. Groves & Sons Co., of Woodbridge, at a bid price of \$525,480.21.

The work will be divided roughly into two major areas, the north and southbound lanes already having been separated within the area where the Route 42 North-South Freeway crosses Route 130.



1957  
BIDS- Route 130 - Camden County.

The new surfacing will consist of a 3-inch thick layer of bituminous concrete applied directly on the old roadway's portland cement concrete surface and on a newly constructed two-course macadam base, seven inches thick, on widened portions of the roadway.

In all there will be 6,486 lineal feet of the concrete center-line barrier constructed. It will begin at the south end of the existing channelization at Fairview and continue to where the roadways separate just south of the South Branch of Newton Creek. It will pick up again in the vicinity of Little Timber Creek and continue to the Broadway Circle at Brooklawn.

The revision at the Nicholson Road intersection will separate the east and westbound lanes of Nicholson Road so that they cross the highway at different locations. Under the revised intersection arrangement eastbound Nicholson Road traffic will swing to its right cross Route 130 at the present Wilson Avenue intersection. Westbound Nicholson Road traffic will cross at the present location. Traffic signals will be installed at each of the highway crossings.

At the Kings Highway and Browning Road intersection area the plans call for paving existing Murray Road and Christiania Street to form an extended loop on the north side of the highway to aid in elimination of left turns from Route 130 into Kings Highway and Browning Lane. This pavement will be bituminous concrete on macadam base course, 30 feet wide and curbed.

As cost of the project is being shared in by the Federal Government under the Federal Aid Highway Program, the bids will be reviewed by the Federal Bureau of Public Roads as well as the Highway Department before the contract is awarded.

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Trenton, Feb. 21.- The State Highway Department has announced it will take bids March 12 for construction of six bridges on the proposed Route 208 alignment in Hawthorne, Bergen County.

Last month the Department received bids and awarded a \$903,000. contract to the Franklin Contracting Company, Newark, for construction of an 825-foot long viaduct that will carry the future highway over a relocation of Main Street, the Erie Railroad and the Boulevard, all in adjacent Glen Rock.

The March 12 bidding will be on structures to carry Van Winkle Avenue and the New York Susquehanna & Western Railroad over the future highway, and take the highway over Goffle Road. Three small bridges of the proposed project will be short spans of the new highway and two of its ramps over Goffle Brook.

The Van Winkle Avenue Bridge over Route 208 will be 120 feet long and provide a 36-foot wide roadway flanked by six-foot wide sidewalks for the local street. It will be a two-span structure, the center supports of which will be located in the future Route 208 center island.

The bridge carrying the NYS&W Railroad over the highway will also be a two-span structure. It will be 105 feet long and by 17 feet wide in order to accommodate the single track railroad and provide adjacent walkways and working areas. The abutments at each end, however, will be constructed wider than the bridge spans in order that the bridge width can be expanded to carry two rail lines if and when necessary.

At Goffle Road the Department plans to overpass the local street with a single span structure that will be 56 feet long between



1957  
Bids - Route 208  
Hawthorne, Bergen Co.

supporting abutments. Under this proposed contract only the first half of the ultimate highway width will be considered, the second half to be constructed when traffic volume on the highway indicates its need. The first stage bridge width will be 54 feet, providing a 44-foot wide roadway area flanked by a 6-foot wide sidewalk on one side and a 3-foot sidewalk on the other.

The three smaller bridges consist of a 63-foot wide span on the ramp running between Douglas Avenue and Goffle Road and connecting each with the proposed highway; a 44-foot wide span serving Fourth Avenue, Goffle Road and the highway; and a main highway span over Goffle Brook that will be 149 feet wide. All will provide stream openings 30 feet wide.

In order to accommodate Van Winkle Avenue traffic during the period of bridge construction there, the Department plans to build a 30-foot wide hard surface road between the intersection of Van Winkle and Robertson Avenues and Ninth Avenue, immediately adjacent to and on the north side of the highway alignment.

While the bridge is being constructed Van Winkle Avenue will be closed within the construction area and both directions of Van Winkle Avenue traffic will be diverted to use of Ninth Avenue and the new roadway. After completion of the bridge the new roadway will remain as a marginal facility for local use.

In conjunction with the project the Department will relocate a sanitary sewer now in Van Winkle Avenue.



1957  
Bids - Route 208  
Hawthorne, Bergen County

The sewer realignment will begin at the Van Winkle-Robertson Avenue intersection, cut diagonally across the highway alignment into Genevieve Avenue, continuing down Genevieve Avenue to Fifth Avenue where it will re-connect with the existing sanitary sewer system.

During sewer relocation work on Genevieve Avenue between Ninth and Tenth Avenues the street will be closed to all through traffic during working hours and to westbound traffic only at all other times. While the relocation work is being performed between Ninth and Fifth Avenue, Genevieve Avenue will be closed to through traffic.

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N.J. STATE HIGHWAY DEPARTMENT  
IMMEDIATE RELEASE

1957  
BIDS - ROUTE 88 BRIDGE  
Manasquan-Bay Head

Trenton, Feb. 25.- The State Highway Department will take bids March 5 for work aimed at preventing abutments of the Route 88 bridge over the Manasquan-Bay Head canal, in Point Pleasant, Monmouth County, from movement which might hinder draw-span operation during peak auto and boat travel months this summer.

Department engineers say that a tendency for the abutments to "creep" or shift their position slightly has been noted in the past and only continual maintenance operations have prevented major tie-ups in either auto or boat traffic.

The structure was originally built in 1923 and in 1954 the original draw-span deck was replaced with an open grid steel deck.

Under the proposed contract both of the existing abutments would be firmly anchored with huge concrete blocks weighing 22 tons each. The anchor blocks, two for each abutment, will be poured in place 64 feet back of the abutments, to which the abutments would be tied by steel rods encased in concrete.

To relieve the abutments from any possible pressure from the earth behind them the proposed contract also calls for constructing secondary abutments 38 feet back from each of the existing ones, removing the earth between the new and old abutments on a gradual slope toward the old abutments, and casting a new concrete slab to bridge the distance between abutments.



1957  
BIDS - ROUTE 88 BRIDGE  
Manasquan-Bay Head

In order to perform the work with a minimum of delay to auto traffic using the bridge, Eastbound Route 88 traffic will be diverted from the highway at its intersection with Beaver Dam Road. This traffic will travel Beaver Dam Road to Bridge Road, cross the canal on the Loveland Town Bridge, and either continue down Bridge Street to Bay Head or turn on South Bay Avenue to return to the highway.

Westbound Route 88 traffic will continue to use the bridge during the entire construction period.

None of the work will interfere with boat traffic of the canal.

The successful bidder will be permitted 60 working days to complete the project. Working days will be counted starting 10 days after the contract is fully executed and will not include Saturdays, Sundays, legal holidays, or periods of adverse weather conditions that would prevent him from working.

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N.J. STATE HIGHWAY DEPARTMENT

IMMEDIATE RELEASE

1957

BIDS-

ROUTE 35 - Monmouth County

Trenton, Feb. 19.- The Central Construction Co., of Clark, was low bidder today on a proposed State Highway Department contract in Monmouth County to improve the Route 35 and Sunset Avenue intersection in Ocean Township and increase the Route 35 storm drainage facilities in Neptune City.

The low bid was \$79,097.65. Second low bidder was Louis Zimmerman & Sons, of Hillside, at a bid price of \$96,132.69. The other bidder was M. J. Stavola, Inc., of Red Bank, at \$103,977.05.

At Sunset Avenue "jug handle" turning lanes will be constructed on the west side of Route 35 to permit southbound highway traffic desiring to make a left turn to bear to its right, make its left turn into a short extension of the local street and then cross the highway under traffic signal control.

The intersection has been the scene of several serious accidents resulting from southbound Route 35 drivers attempting to make the left turn into Sunset Avenue and having to wait in the center of the heavily traveled highway until afforded an opportunity to cross through oncoming northbound traffic.

While the contract is under way the Department's own electrical forces will install traffic signals to control all vehicle movements at the intersection.

The proposed work will include paving both shoulders of the highway with concrete, and installing concrete curbs, for a distance of 700 feet adjacent to the intersection. New storm drains for the intersection will be constructed to also provide surface drainage facilities on both sides of the highway for a distance of 1,100 feet south of Sunset Avenue.



1957

BIDS

ROUTE 35 - Monmouth County

The Neptune City storm drain will be installed to guard against re-occurrence of past occasional flooding of the highway, Myron Avenue, South Wall Street and Green Avenue.

It will begin at the Route 35 intersection with Ridge Avenue, follow Sylvania Avenue to Windsor Court, then down Windsor Court to Shark River. Inlets for surface water will be installed at Sylvania Avenue intersections with Ridge and Morris Avenues, and with Windsor Court.

The contractor will be given 50 working days after the contract is awarded to complete the work.

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1961  
FIVE  
ROUTE 35 - KENNEDY COUNTY

The Highway Department will be installed to guard  
against re-occurrence of that dangerous flooding of the highway,  
Hyman Avenue, South Hill Street and Green Avenue.  
It will begin at the corner of Hyman Avenue  
to the Hyman Avenue to the corner of South Hill Street, then down Windsor Street  
to Green Avenue. In the Hyman Avenue will be installed as  
Hyman Avenue intersection with Ridge and North Avenue, and  
with Windsor Street.  
The contractor will be given 30 working days after the contract  
is awarded to complete the work.

END



